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1. INTRODUCTION

On July 17, 1973, the New Jersey State Legislature passed legislation creating the New Jersey Transit Corporation (NJ TRANSIT), which was approved to acquire and operate publicly supported bus and rail services throughout the State. On December 11, 1973, NJ TRANSIT replaced the former Governor Operating Agency of the New Jersey Department of Transportation (NJDOT) as owner of approximately 1,600 buses operated throughout the State by approximately 150 private bus companies, 11 of which received operating subsidies and provide

U.S.D.O.T. SECTION 504

COMPLIANCE TRANSITION PLAN

FOR THE

CUMBERLAND COUNTY URBAN AREA

TRANSPORTATION STUDY

Reflecting the provisions of the United States Department of Transportation (DOT) regulations requiring bus recipients of DOT funds will comply with Section 504 of the Rehabilitation Act of 1973 prohibiting discrimination on the basis of handicap in programs receiving Federal funds, New Jersey's Transition Plan is also statewide in scope. However, since the Regulations call for the submission of Transition Plans to DOT through appropriate Metropolitan Planning Organizations (MPO's), New Jersey's Transition Plan will be submitted through the State's six MPOs which are as follows:

1. Tri-State Regional Planning Commission which includes the Counties of Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, and

June 18, 1980

2. Delaware Valley Regional Planning Commission which includes the Counties of NEW JERSEY DEPARTMENT OF TRANSPORTATION

3. Atlantic City Urban Area Transportation Study which for the purposes of this Plan includes all of the Counties of Atlantic and Cape May;
4. Cumberland County Urban Area Transportation Study
5. Phillipsburg Urban Area Transportation Study which for the purposes

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NJ-80
11-9

D R A F T

2. INTRODUCTION

On June 12, 1974, the New Jersey State Legislature passed legislation creating the New Jersey Transit Corporation (NJ TRANSIT), which was empowered to acquire and operate publicly supported bus and rail services throughout the State. On December 31, 1974, NJ TRANSIT replaced the former Committee Operating Agency of the New Jersey Department of Transportation (NJDOT) as operator of approximately 1,500 buses operated throughout the State by approximately 120 private bus companies, 11 of which receive operating subsidies and provide

U.S.D.O.T. SECTION 504

COMPLIANCE TRANSITION PLAN

FOR THE

CUMBERLAND COUNTY URBAN AREA

TRANSPORTATION STUDY

Under the provisions of the Federal Motor Vehicle Transportation Act of 1973 prohibiting discrimination on the basis of handicap in programs receiving Federal funds, New Jersey's Transition Plan is also applicable in scope. However, since the Regulations call for the submission of Transition Plans to MPOs through appropriate Metropolitan Planning Organizations (MPO's), New Jersey's Transition Plan will be submitted through the State's six MPOs which are as follows:

1. Tri-State Regional Planning Commission which includes the Counties of Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, and Sussex.

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NEW JERSEY DEPARTMENT OF TRANSPORTATION

2. Atlantic City Urban Area Transportation Study which for the purpose of this Plan includes all of the County of Atlantic and Cape May.
3. Cumberland County Urban Area Transportation Study
4. Philadelphia Urban Area Transportation Study which for the purpose

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I. INTRODUCTION

On July 17, 1979, the New Jersey State Legislature passed legislation creating the New Jersey Transit Corporation (NJ TRANSIT), which was empowered to acquire and operate publicly supported bus and rail services throughout the State. On December 11, 1979, NJ TRANSIT replaced the former Commuter Operating Agency of the New Jersey Department of Transportation (NJDOT) as owner of approximately 1,600 buses operated throughout the State by approximately 120 private bus companies, 22 of which receive operating subsidies and provide service for approximately 80% of New Jersey's bus riders. A major goal of NJ TRANSIT is the development of a rational coordinated efficient and effective Statewide transit system.

Reflecting this Statewide scope, in responding to the provisions of the United States Department of Transportation (USDOT) regulations outlining how recipients of USDOT funds will comply with Section 504 of the Rehabilitation Act of 1973 prohibiting discrimination on the basis of handicap in programs receiving Federal funds, New Jersey's Transition Plan is also Statewide in scope. However, since the Regulations call for the submission of Transition Plans to UMTA through appropriate Metropolitan Planning Organizations (MPO's), New Jersey's Transition Plan will be submitted through the State's six MPOs which are as follows:

1. Tri-State Regional Planning Commission which includes the Counties of Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, and Union.
2. Delaware Valley Regional Planning Commission which includes the Counties of Burlington, Camden, Gloucester, and Mercer.
3. Atlantic City Urban Area Transportation Study which for the purposes of this Plan includes all of the Counties of Atlantic and Cape May.
4. Cumberland County Urban Area Transportation Study.
5. Phillipsburg Urban Area Transportation Study which for the purposes

NJ
HV
3022
U8
1980
C1

of this Plan includes all of the Counties of Hunterdon, Sussex and Warren.

6. Wilmington Area Planning Coordinating Council (WILMAPCO) which for the purposes of this Plan includes all of Salem County.

Transition Plans for areas having no rapid rail systems must be submitted to UMTA by July 2, 1980, and those having rapid rail by January 2, 1981. In developing its Statewide Transition Plan, New Jersey has taken the following approach. The portions of the Plan submitted through the Atlantic City, Cumberland County, Phillipsburg, and WILMAPCO MPO's will only include local bus and paratransit services. Since the long-haul bus and commuter rail services operated in these areas provide the majority of their service in either the Delaware Valley Region or the Tri-State Region, the accessibility of these services will be addressed in the portions of the Plan submitted through the latter two MPO's. Also, with regard to policies and practices, NJ TRANSIT is developing guidelines for uniform policies and practices that must be followed by all assisted carriers to comply with the 504 Regulations. This portion of the Transition Plan will also be submitted to UMTA with the Tri-State and Delaware Valley Region portions of the Plan by January 2, 1981.

II. CURRENT TRANSPORTATION SERVICES

Fixed Route Transit Service

Description of Transit Service Transit service in the Cumberland County Urbanized Area consists of long-haul bus services connecting the area with New York and Philadelphia.

Long-haul bus service is provided by Transport of New Jersey (TNJ) and Garden State Coachways. TNJ operates two routes that connect Philadelphia with Millville and Vineland, and with Bridgeton. In addition, some Philadelphia-Cape May buses serve Millville and Vineland. Garden State Coachways provides service between New York and Bridgeton, Millville and Vineland. A terminal in Vineland is utilized by these routes. Most of these routes provide incidental local service in the urbanized area but function primarily as long-haul routes.

Scope of Plan. The long-haul bus operations are extensions of services operated in the New Jersey portions of the Delaware Valley urbanized area. The TNJ routes to Philadelphia primarily serve Gloucester and Camden Counties in the DVRPC area. In addition, the equipment for these routes is drawn from the TNJ Southern Division fleet, which is based in Camden. The Garden State Coachways route derives over half of its usage from Burlington County in the DVRPC area. Thus, these routes, as well

as the Vineland terminal, will be included in the transition plan for the DVRPC area which will deal with both the through service and the incidental local service provided by these routes.

Paratransit Services

Current Special Transportation Service - The Cumberland County Urbanized Area has sixteen special transportation service providers, some of which operate vehicle with lifts. Most of the services operate weekdays during daytime hours, and many of them are aimed at serving residents over the age of 60. No municipalities in Cumberland County are served by local fixed route bus service.

Taken together, the special services operated in Cumberland County utilize 7 buses, 19 minibuses, 54 station wagons and 13 cars; of these, 15 vans are equipped with lifts or ramps. Selected special service operators are described in Table II-1.

State and Federal DOT Funding - In July 1977, NJDOT encouraged counties to use funds available under the Federal Aid to Urban Systems (FAUS) to purchase lift-equipped vehicles in order to fulfill special efforts planning objectives. This resulted in an expenditure of nearly \$1 million per year (FHWA highway funds paying

70% and New Jersey paying 30% until 1979 and 75%/25% since 1979). Approximately 35 lift-equipped vehicles each year have been procured in this way, which are operated by county governments or municipalities. These vans transport handicapped people from home to sheltered workshops in each county using U.S. Department of Health, Education and Welfare (HEW) funds to cover 75% of the operating costs. In addition to these vehicles, approximately 190 lift-equipped buses and vans provide transportation services to the State of New Jersey's most profoundly mentally and physically handicapped persons. These vehicles are operated by the State of New Jersey's Bureau of Day Training Services and operate in every county in the state. These vehicles transport handicapped persons round-trip from their homes to day training service sites where they receive training to facilitate their entry back into the mainstream of society. Funds for providing these transportation services are 75% US Department of Health, Education and Welfare and 25% state.

In New Jersey, 234 vehicles have been purchased using US DOT funds provided to states under Section 16(b)(2) of the Urban Mass Transportation Act of 1964 as amended. Of these, 20-25% are lift equipped. The organizations operating these vehicles in the Cumberland County urbanized area are identified in Table II-2.

Table II-1.

Selected Paratransit Operators in Bridgeton, Millville, Vineland Urbanized Area

<u>Organization</u>	<u>Service Description</u>	<u>Vehicles</u>
CASA P.R.A.C.	Free, county-wide advance reservation service for elderly and handicapped county residents. 9:00-5:00 Monday-Friday-(others times on request) 100 people carried per week	One 1973 15 passenger van One 1977 15 passenger van
Cumberland Day Training Center	Free fixed route service for retarded residents of Cumberland and Salem Counties from home to training centers in Seabrook and Vineland. 8:00-12:00 and 3:00-5:00 Monday-Friday 80 people per week (Seabrook) 150 people per week (Vineland)	Seabrook: Seven 1976 6 passenger vans 5 with wheelchairs One 1978 12 passenger van Vineland: Seven 17 passenger minibuses 6 with lifts Two 10 passenger vans with lifts
Cumberland County Office on Aging	Free county-wide demand responsive service for elderly and handicapped residents 8:00-6:00 Monday-Friday	7 vans, 2 with lifts 4 fullsize buses 2 minibuses
Cumberland County Senior Bus	Free county-wide combination fixed route and demand responsive service for elderly and handicapped residents 8:00-4:00 Monday-Friday 2,800 people are carried per week.	Two 6 passenger vans with lifts Two 15 passenger vans One 9 passenger minibus Two 16 passenger minibuses Three 18 passenger minibuses One 22 passenger minibus

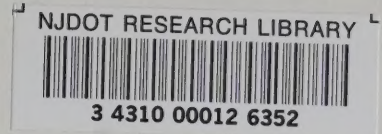


Table II-2
Identification of the Organizations Receiving/Applying
For Special Service Vehicles Purchased Under Section 16(b)2

<u>County</u>	<u>Program Year</u>	<u>Recipient Organization</u>	<u>Vehicle</u>
Cumberland	1975	Cumberland County Unit of the New Jersey Association of Retarded Citizens (NJARC)	1 van
		SCAMP (private, nonprofit subscription service for senior citizens)	2 vans
	1976	Cumberland County Guidance Center	1 van
	1977	NJARC	1 van
	1978	SCAMP	1 van

It is unclear whether the handicapped transportation services described above are available to the general handicapped public. The Day Training Center vehicles may be used only for the sheltered workshop participants, and some of the 16(b) 2 vehicles may also be used only for special client groups. It would appear as if operating policies for these recipients of US DOT funds will have to be modified so that the general handicapped public can be served if these services were to be used to provide any part of interim services required under the 504 Regulation.

Another important future source of funding earmarked for handicapped transportation services is the bond issue approved last year which provides \$1 million per year for the next four years to be spent for such services.

